



INSTALLATION INSTRUCTIONS FOR 2011+ MUSTANG GT AND 2011-2012 GT500 CHAMBERED MUFFLER CATBACK EXHAUST – P/N M12CB3/ M12CB3HDR

Thanks for purchasing Stainless Works Chambered Muffler Catback Exhaust for your 2011+ Mustang GT 5.0 or 2011-2012 GT 500 5.4L. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned. Please assemble everything together loosely, make fitment adjustments then tighten everything in sequence.

1. Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.
2. Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface and jack stands are required for safety reasons.
3. Raise and support the vehicle.
4. Loosen clamps on mufflers and remove from the car.
5. Loosen two clamps at back of H-pipe, remove pipes and retain these clamps for use with the Stainless Works system.
6. Using factory clamps from above, install front longer set of chambered mufflers. If catback system is made with 3" dia. inlets, it is designed to fit with our Performance Connect Stainless Works X-pipe, which has 3" OD outlets, and 3" clamps are supplied with the X-pipe.
7. Install front tailpipes with (2) 3" clamps.
8. Install rear tailpipes with (2) 3" clamps.
9. Install hanger clamps and shorter rear chambered mufflers.

10. Install tips onto chambered mufflers.
11. Make final fitment adjustments and tighten all clamps.
12. Be sure to have adequate clearance around all wires, hoses and lines. **If anything is in contact with the exhaust system, it will melt.** Make sure to have at least ½” of clearance and wrap any suspect areas with DEI thermal barrier wrap.
13. Lower the car.
14. Reconnect battery.
15. After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.